
Transportation and Communications Committee
of the
Southern California Association of Governments
July 12, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

Members Present

Ayala, Luis	SGVCOG
Baldwin, Harry	San Gabriel
Bone, Lou	Tustin
Burke, Yvonne	Los Angeles County
Carroll, Stan	La Habra Heights
Dale, Lawrence	Barstow
Daniels, Gene	Paramount
Dixon, Richard	Lake Forest
Garcia, Lee Ann	Grand Terrace
Gross, Carol	Culver City
Gurule, Frank	Cudahy
Martinez, Sharon	SGVCOG
Messina, Barbara	Alhambra
Mills, Leroy	Cypress
Ovitt, Gary	San Bernardino County
Quirk, Sharon	Fullerton
Roberts, Ron	Temecula
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County
Sykes, Tom	Walnut
Ten, Mike – Vice Chair	South Pasadena
Wapner, Alan - Chair	Ontario

Members Not Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	Manhattan Beach
Beauman, John	Brea
Becerra, Glen	Simi Valley
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore

Chlebnik, John
Dunlap, Judy
Edgar, Troy
Flickinger, Bonnie
Glabb, Paul
Gabelich, Rae
Hack, Bert
Hernandez, Robert
Herrera, Carol
Lowe, Robin
Lowenthal, Bonnie
Millhouse, Keith
O'Connor, Pam
Parks, Bernard
Pettis, Gregory
Rutherford, Mark
Smith, Greig

Orange County
Inglewood
Los Alamitos
Moreno Valley
City of Laguna Niguel
Long Beach
Laguna Woods
Anaheim
Diamond Bar
Hemet/ RCTC
Long Beach
Moorpark
Santa Monica
Los Angeles
Cathedral City
Las Virgenes/Malibu COG
Los Angeles

New Members

Green, Cathy
Leon, Paul

OCCOG
SANBAG

Voting Members, Not Elected Official

Rose Casey, Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:45 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Minutes of June 7, 2007 Meeting

4.1.2 Proposed Public Participation Plan Amendment No. 1

5.1 Receive and File

5.2.1 2007 State and Federal Legislation Matrix

A **MOTION** (Hon. David Spence) was made to **APPROVE** the Consent Calendar. The motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

5.0 ACTION ITEMS

5.1 SB 974 (Lowenthal)

Don Rhodes, SCAG, stated that SB 974 was similar to a bill Senator Lowenthal introduced last year. The bill does eight things:

- Requires the Ports of Los Angeles, Long Beach, and Oakland to collect user-fees from container cargo owners at a rate of \$30 per twenty-foot equivalent unit (TEU)—commencing on January 1, 2009.
- Requires the Ports of Los Angeles and Long Beach to deposit ½ of their funds, derived from the container fee, to the Southern California Port Congestion Relief Trust Fund. The remaining ½ of funds would be deposited into the Southern California Port Mitigation Relief Trust Fund. These funds are to be established in the State Treasury.
- Requires corresponding trust funds for Northern California from fees collected by the Port of Oakland.
- Authorizes the California Transportation Commission (CTC) to expend monies from the Congestion Relief Funds for projects that improve the flow and efficiency of cargo movement (includes administrative costs). The CTC is prohibited from using these funds to construct, maintain, or improve highways, with certain exceptions.
- Authorizes the State Air Resources Board (ARB) to expend monies from the Mitigation Funds for projects that reduce air pollution caused by the movement of container cargo (includes administrative costs).
- Prohibits funds deposited in all of these accounts from being loaned or transferred to the General Fund.
- Authorizes the Infrastructure and Economic Development Bank to enter into financing agreements and to issue revenue bonds secured by user-fees on container cargo moving through the ports.
- Requires the Ports of Los Angeles and Long Beach to report to the CTC on the implementation of the Final 2006 San Pedro Bay Ports Clean Air Action Plan. If specific emission reduction goals are not met, funds would be withheld.

Staff has four amendments it would like to recommend to support SB 974:

- Authorize a locally administered process whereby local stakeholder government agencies would allocate, in consultation with state entities as appropriate how the container fees work.
- Broaden project eligibility criteria to include highway facilities serving the ports as long as air quality, health, and community impacts are fully mitigated and integrated into system improvements.

- Consider revising the fee structure/rate to better reflect the proper allocation of costs based on proportional benefits and/or impacts generated from cargo movement and establish a nexus on that.
- Clarify provisions to encourage compliance rather than penalize non-compliance with port emission reduction plans.

If Senator Lowenthal agrees to include these items in the bill, SCAG will come forward and say it would like to support it. This would have to be done quickly as the session is winding down now.

Depending on the TCC's action today, the amendments would then go to the RC and staff would then transmit a letter to Senator Lowenthal's staff with the request.

A **MOTION** (Hon. Barbara Messina) was made to support and work with the author of SB 974. The motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

6.0 AVIATION TASK FORCE REPORT

Hon. Alan Wapner, Chair of the ATF, reported that there was no meeting of the ATF last month. The next meeting has been scheduled for July 19, at 1:00 p.m., at the SCAG office. The main topic will be the Forecast for Air Cargo for the region. The SCRAA meeting was postponed again until September 13.

7.0 GOODS MOVEMENT TASK FORCE REPORT

No report.

8.0 MAGLEV TASK FORCE REPORT

Hon. Lou Bone, Tustin, stated that there was no meeting of the task force in July. In late June the SCAG staff took a field trip to General Atomics in San Diego to check out the Maglev system and test track. The MTF is going to be planning a similar trip to General Atomics in the fall. The IOS and JPA is coming along well and the committee plans to have documentation in that can be discussed at the September meeting.

9.0 INFORMATION ITEMS

9.1 2007 AQMP Update/Freight Emission Reduction Strategy

Rich Macias, SCAG, stated that in the last three months SCAG has demonstrated to the TCC that the region has a health crisis surrounding PM2.5 and other emission factors. The AQMD and CARB have attempted to address this in the next round of the Air Quality Plan. Staff is analyzing issues such as the feasibility of implementation within an accelerated timeframe (by the year 2014), capital costs, project financing options/opportunities and emission reductions. These evaluations will then be considered for potential inclusion in the 2007 Air Quality

Management Plan (AQMP) and State Implementation Plan (SIP) for the South Coast Air Basin.

Staff is attempting to address the Freight Rail Emission Reduction Strategy with a two pronged approach. One is to address congestion reduction strategies involving rail expansion and grade separations, along with addressing environmental concerns and electrification. At the same time, staff is proposing to evaluate the possibility of packaging rail expansion and grade separations with engine upgrades to Tier 4 to address environmental concerns. Staff can address both of these strategies concurrently. This two pronged approach consists of three elements:

- Congestion Reduction
- Alternative Power
- Cleaner Engines Technologies

A recent analysis of emissions reductions for rail capacity and grade separations reflected between 11-13% reduction from baseline for NOx and PM. Attainment should be reached by 2014.

In the area of rail electrification there are 3 phases:

- *Phase 1* electrifies the major east west freight rail corridors from the ports to Colton and San Bernardino.. This phase would electrify 250 miles, 360 locomotives at a cost of 3.4 billion.
- *Phase 2* involves an electrification extension. This would be from San Bernardino to Barstow, from Colton to Indio, from West Colton to Cajon Summit up to the beginning of the UP Colton cut-off. This phase would electrify 170 miles, 360 locomotives at a cost of \$2.5 billion.
- *Phase 3* electrifies also involves an electrification extension. This would be from Chatsworth and the San Fernando Valley. This phase would electrify 40 miles, 55 locomotives at a cost of \$0.53 billion.

With Phase 1 of the electrification process, our region will see reductions of NOx and PM of just over 50% for each pollutant by the year 2014. Add on Phases 2 and 3, and that number is about 80% for either pollutant. Also by 2014, Tier 3 engine deployment can provide reductions of NOx and PM of 10% and 45%, respectively. Add on 100% Tier 4 engine deployment, which is possible by 2020, and the reductions will jump to 82% for NOx and 88% for PM, by 2020.

In terms of cost effectiveness, electrification is generally more expensive option on a cost per ton basis. Switching to Tier 4 engines is by far the most cost effective strategy if we can wait until 2020 for full benefit of emission reduction due to this strategy. If the region can offer enough of a financial incentive to accelerate deployment, the railroads may find Tier 4 to be an attractive option.

The proposed cost allocation strategy calls for rail capacity additions and grade separations to be funded by the railroads, the state, and the cities and CTCs. In

addition, rail capacity additions will also be funded by Metrolink, and grade separations by the ports.

Hasan Ikhata, SCAG, added that if the RC approves the strategy it would then be submitted to the AQMD with the condition that the Air Resources Board backstop it. A backstop means having the ability to put rules in place to come up with emission reductions. If the AQMD agrees to this, the risk is minimal. If they do not agree, then there will be consequences.

Public Comment – Mr. Peter Okurowski, consultant with California Environmental Associates, came forward to announce that the Association of American Railroads looks forward to working closely with SCAG. The association has significant concerns that the project can be accomplished by 2014 or 2020.

SCAG will be holding future workshops on the issue, with the first one on August 2. Staff will provide a full report with background information to the committee prior to the workshop.

9.2 Trade Corridor Improvement Fund – Programming Framework Alternatives

Rich Macias, SCAG, stated that the voters approved Proposition 1B, moving \$2 billion to the Trade Corridors Improvement Fund (TCIF). Under this proposition, the California Transportation Commission must allocate these funds for infrastructure improvements along federally designated trade corridors or other major freight corridors. Three programming framework alternatives were proposed to guide the CTC in its policy and implementation efforts and to guide the Legislature as it crafts legislation to direct the CTC. A workshop was held on June 15, 2007, in the Port of Oakland to discuss the various alternatives.

There are three similarities in all the alternatives:

1. The CTC would identify the Corridors of National Significance identified in the GMAP or other corridors within the state with a high volume of freight movement for inclusion in the TCIF Program.
2. The CTC would use funding targets to ensure geographical balance to program from the TCIF account.
3. All projects submitted by the regions must meet the TCIF program objectives established by the commission, be ready for construction within five years, and be included in an improved RTP.

The three alternatives are as follows:

Alternative 1: Formula Driven Framework

- The regions identify activities that contribute to the most significant trade corridor concerns.
- Using the funding targets as established for the north/south split, the CTC would program funds the state's overall trade corridor concerns in mind.

- The regions would submit projects that require immediate resolution and provide long term benefit.
- The CTC would evaluate and select projects based on the project selection criteria.

Alternative 2: Investment Framework

- Using the funding targets, the CTC would establish broad statewide programming criteria and performance objectives for the TCIF program in consultation with the stakeholders.
- The regions individually develop program objectives, investment criteria, and performance measures for each corridor submitted.
- The CTC would review and approve with the stakeholders the program objectives, investment criteria and performance measures for each corridor, and ensure that the four corridor approaches reflect a statewide strategy.
- The regions would then develop an investment package which identifies and prioritizes projects, and includes performance measures and committed funds.
- The CTC, working closely with the stakeholders and regional agencies to select the projects based on the project selection criteria and how they address the state's most urgent needs and provide reasonable geographic balance.

Alternative 3: System Activity Based Framework

- The regions identify activities within their corridor(s) that offer the greatest system benefits for achieving the TCIF program objectives.
- Using the funding targets, the CTC funds activities that would provide the greatest system benefit.
- The regions nominate projects, including a target for anticipated system benefits, total activity performance measurements and project investments required to achieve the objectives.
- The CTC would then evaluate and select the projects based on the project selection criteria.

Alternative 3 is much like Alternative 2 but it doesn't provide as much participation by the local stakeholders. Alternative 2 generated the most discussion. It appeared that the majority of the stakeholders favored Alternative 2. The CTC is currently briefing the legislature on the alternatives. The CTC will hold additional workshops and meetings prior to making a decision on which alternative it will use.

The TCC requested that Staff advise the committee of what they could do to be more effective in Sacramento. Mr. Ikhrata suggested that a delegation representing SCAG, the Commissions, and the AQMD be sent to Sacramento to the CTC hearings to talk about SB 9 and SB 19.

9.3 Regional Comprehensive Plan Vision and Guiding Principles

Douglas Kim, SCAG consultant, stated that SCAG was looking to adopt the Regional Comprehensive Plan (RCP) on the same schedule as the Regional

Transportation Plan (RTP), and will update the document on a regular basis concurrent with the RTP.

The RCP is a general plan for six counties in Southern California. Staff looks at nine different areas of public policy ranging from land use, natural resources, water, solid waste, and the economy. There is no federal or state requirement to do an RCP, so why do we do it? Last year, the voters of California approved over \$20 billion in bonds, and the state is saying in order to allocate that funding to good transportation, housing and parks projects, and give it to regions that have an idea of what kinds of programs get the best value to the dollar. SAFETEA-LU requires that when you do transportation plans you take into consideration the natural environment and weave it into a bigger picture perspective. Federal law requires that SCAG does an intergovernmental review process whereby SCAG helps cities that are looking to update their general plans or looking at major development projects, giving them some larger ideas of what they may want to consider.

One reason why the RCP is important is the notion of a sustainable region. The RCP looks at a thirty year window, in which a lot can be predicted and a lot can not. A good example of this is global warming and climate change, which has a big impact on weather, which then impacts the regions water supply. There will be temperature increases anywhere from 3-10%. The number of extremely hot days could double from 36 per year. There could be widespread health issues because of the increase in temperatures. When it gets hotter, air conditioning is run more. More power plants will have to be built, which will result in more greenhouse gas emissions.

One of the biggest impacts of climate change is the impact on water supply. This has been the driest year on record in the Los Angeles area. With climate change, there is less snow pack in the Sierra's. There is less run-off in the spring, which results in potentially 30% less fresh water from the Nevada Sierra's, where most of the region's water comes from.

AB 32, which Governor Schwarzenegger signed last year, says that in the year 2020, California needs to get its greenhouse gas emissions back to 1990 levels. The biggest source of greenhouse gas is the transportation sector. Over the last 30 years, Vehicle Miles Traveled (VMT) has gone up every year. Overall VMT would have to be reduced by 20-30% to reverse current greenhouse gases.

SCAG's RCP Task Force has approved a vision for what the new RCP is going to do. The vision is two-part: 1) foster a region that addresses the needs of the future while recognizing that economic prosperity, natural resources, and quality of life have to come together as a package, 2) develop quantitative performance outcomes. Give very specific ideas of how success is measured in the future and put together an action plan.

Staff plans to bring forth the Transportation and Security & Emergency Preparedness chapters to the TCFC for review in September. The Draft Regional

Comprehensive Plan is scheduled for release by October 2007 with the final version accompanying the Regional Transportation Plan's adoption.

10.0 CHAIR REPORT

Hon. Alan Wapner, Chair, announced that the meeting of the TCC would be restructured so policy discussions could occur at the beginning of the meeting and at the end there would be presentations if necessary. The reason for this is there will be a lot of discussion involved with producing the draft RTP by the end of October. SCAG will hold future special meetings and workshops on the RTP. SCAG is looking at final adoption of the RTP in February or March of 2008.

11.0 STAFF REPORT

Andre Darmanin, SCAG, announced that there would be a Transit Summit held March 19-20, 2008 in Los Angeles.

Cheryl Collier, SCAG, distributed handouts of SCAG's Public Participation Summary of Online Survey Results to the committee.

12.0 FUTURE AGENDA ITEMS

No items.

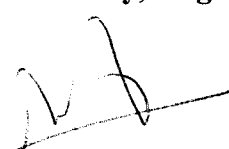
13.0 ANNOUNCEMENTS

No announcements.

14.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:26 a.m.

The next committee meeting will be held on **Thursday, August 30, 2007, at the SCAG office in downtown Los Angeles.**



Naresh Amatya, Acting Manager
Transportation Planning Division

Transportation and Communications Committee Attendance Report

2007

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		X = County Represented						X = Attended					= No Meeting NM = New Member							
Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Adams, Steve	Riverside, WRCOG				X			X												
Aldinger, Jim	Manhattan Beach		X					X		X	X									
Ayala, Luis	Alhambra		X								NM			X						
Baldwin, Harry	San Gabriel		X					X	X		X		X	X						
Beauman, John*	Brea			X				X	X	X	X		X							
Becerra, Glen*	Simi Valley		X								X									
Bone, Lou*	Tustin			X				X	X	X	X			X						
Brown, Art*	OCTA			X				X												
Buckley, Thomas*	Lake Elsinore				X															
Burke, Yvonne*	Los Angeles County		X					X	X		X		X	X						
Carroll, Stan	La Habra Heights		X								NM		X	X						
Chlebnik, John	WRCOG				X				X	X										
Dale, Lawrence*	Barstow					X		X	X	X	X		X	X						
Daniels, Gene*	Paramount		X					X		X	X			X						
Dixon, Richard*	Lake Forest			X				X			X			X						
Dunlap, Judy*	Inglewood		X						X		X									
Edgar, Troy*	Los Alamitos		X								NM		X							
Flickinger, Bonnie*	Moreno Valley				X			X	X	X	X		X							
Gabelich, Rae*	Long Beach		X					X	X		X									
Garcia, Lee Ann*	Grand Terrace				X			X	X	X				X						
Glaab, Paul*	Laguna Niguel			X									X							
Green, Cathy	OCCOG			X										NM						
Gross, Carol	Culver City		X								NM			X						
Gurule, Frank*	Cudahy		X								X			X						
Hack, Bert	Laguna Woods			X							NM									
Hernandez, Robert	Anaheim			X				X	X		X		X							
Leon, Paul	SANBAG					X								NM						
Lowe, Robin*	Hemet/RCTC					X		X	X		X		X							
Lowenthal, Bonnie	Long Beach		X					X	X											
Martinez, Sharon	Monterey Park		X								NM			X						
Masiel, Andrew*	Pechanga Band of Luiseno Mission Indians				X					X										
McLean, Marsha	Santa Clarita		X								NM									
Messina, Barbara*	Alhambra		X						X	X	X		X	X						
Millhouse, Keith*	Moorpark						X	X			X		X							
Mills, Leroy	Cypress			X							NM		X	X						

		X = County Represented						X = Attended				= No Meeting NM = New Member								
Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
O'Connor, Pam*	Santa Monica		X							X										
Ovitt, Gary*	San Bernardino County					X			X		NM			X	X					
Parks, Bernard*	Los Angeles		X					X		X	X									
Pettis, Gregory*	Cathedral City				X			X	X	X	X									
Quirk, Sharon	Fullerton		X								NM			X	X					
Roberts, Ron*	Temecula				X			X	X		X				X					
Rutherford, Mark*	Westlake Village		X						X						X					
Smith, Greig*	Los Angeles		X					X	X	X										
Spence, David	Arroyo Verdugo COG		X					X	X	X	X				X					
Stone, Jeffrey*	County of Riverside				X			X	X		X				X					
Sykes, Tom*	Walnut		X					X	X	X	X				X					
Ten, Mike - Vice Chair	South Pasadena		X											NM	X					
Wapner, Alan* - Chair	Ontario					X			X	X	X		X	X						
Waroneck, Mark	Lomita		X								NM									
	Totals	0	26	9	9	5	1													